

REPUBLIC OF CHILE - SPECIAL REQUIREMENTS

(Revised May 8, 2000)

1. INTRODUCTION

This document prescribes the special requirements and procedures that applicants from the USA must comply [[with]] if [[they]] intend to export aeronautical Class I, II and III products from the United States of America to the Republic of Chile. Since Chile and the United States of America have no bilateral agreement for the reciprocal acceptance of aeronautical products, Chile reserves its right to accept the importation of aeronautical products only after reviewing its type design to establish they are in accord with Chilean national standards.

2. CHILEAN AIRWORTHINESS AUTHORITY

2.1. The responsibility for controlling flight safety of civil aviation in Chile is a task of the DIRECCION GENERAL DE AERONAUTICA CIVIL (DGAC.). The address is:

DIRECCION GENERAL DE AERONAUTICA CIVIL
MIGUEL CLARO 1314, PROVIDENCIA
SANTIAGO, CHILE

TELEPHONE: (562) 204 7676 - 204 7715
FAX: (562) 209 5000

2.2. The organization in the DGAC directly concerned with aeronautical products type and airworthiness certification, is the SUBDIRECCION DE INGENIERIA (SDI), its address is:

SUBDIRECCION DE INGENIERIA
COYANCURA 2283, OF 201, PROVIDENCIA
SANTIAGO, CHILE

TELEPHONE: (562) 4107 691 - 335 5686 - 335 5595
FAX: (562) 335 5710

3. DEFINITIONS

DGAC: Dirección de Aeronáutica Civil

SDI: Subdirección de Ingeniería of the DGAC

Class I Product: Means an aircraft, aircraft engine or propeller with a Type Certificate issued according to the applicable requirements of the Reglamento de Aeronavegabilidad DAR 08, and for which a Data Sheet or Specifications has been issued or which is identical to a product having a Type Certificate, already approved or validated by DGAC.

Class II Product: Is a major component of a Class I product (e.g. wing, fuselage, landing gear, helicopter power drive, etc.) whose failure could endanger the safety of a Class I Product, or a part, material or accessory approved and manufactured under a Technical Standard Order Series C, according to the FAA definition.

Class III Product: Part or component that is not a Class I or II product. It includes standard parts such as AN, NAS, and SAE parts.

Type Design: Drawings and specifications of an aeronautical product and a listing of the defining configuration and design characteristics of the product and showing compliance with applicable specifications and airworthiness requirements.

4. CHILEAN AIRWORTHINESS REQUIREMENTS

Chilean requirements for the design, manufacturing and airworthiness certification of aeronautical products are set forth in the Reglamento de Aeronavegabilidad, DAR 08. This document establishes the following airworthiness requirements as the Chilean national standards.

For sailplanes and powered sailplanes: Joint Airworthiness Requirements, JAR 22 “Airworthiness standards sailplanes and powered sailplanes” of the Joint Aviation Authorities (JAA) of the European Community.

For small airplanes: [[Title 14 of the Code of Federal Regulations (14 CFR) part 23]] “Airworthiness Standards: normal, utility, acrobatic and commuter Airplanes” of the Federal Aviation Administration (FAA).

For transport airplanes: [[14 CFR part 25]] “Airworthiness Standards: transport category airplanes”.

For rotorcraft of normal category with maximum weights up to 2,700 kg (6,000lbs): [[14 CFR part 27]] “Airworthiness standards: Normal category rotorcraft”.

For transport category rotorcraft: [[14 CFR part 29]] “Airworthiness standards: Transport category Rotorcraft”.

For manned free balloons: [[14 CFR part 31]] “Airworthiness standards: Manned free balloons”.

For aircraft engines: [[14 CFR part 33]] “Airworthiness standards: Aircraft engines.

For aircraft propellers: [[14 CFR part 35]] “Airworthiness standards: Propellers”.

Noise Requirements: An aircraft will be eligible for airworthiness certification in Chile if it meets the noise standards set forth in ICAO Annex 16.

5. GENERAL IMPORT REQUIREMENTS

5.1. Aircraft and other Class I products to be eligible for export to Chile must, in addition to the requirements prescribed in [[14 CFR part 21]], Subpart L, be of a type design approved by DGAC, be eligible for airworthiness certification in the United States and comply with the applicable requirements of paragraphs 6 to 10 of this document.

5.2. Class II and III products to be eligible for export to Chile must, in addition to the requirements prescribed in [[14 CFR part 21]], Subpart L, also comply with the applicable requirements of paragraphs 8 and 9.

6. ACCEPTANCE OF AIRCRAFT

When a new or used aircraft of a type and model already existing in the country is exported to Chile, the operator must apply to the SDI, for the first airworthiness certification, and comply with the following:

(a) Register the aircraft in the Chilean Registro Nacional de Aeronaves.

(b) The aircraft must have a Type Certificate issued by FAA, meeting the Chilean airworthiness requirements set forth in the Reglamento de Aeronavegabilidad DAR 08, (Paragraph 4), to the satisfaction of the DGAC.

(c) The aircraft must be exported with an Export Airworthiness Certificate (FAA Form 8130-4). This certificate must have been issued in the last 90 days prior to the date of submittal of the certification application. The Export Airworthiness Certificate shall specify that the aircraft complies with the [[14 CFR part applicable]] to the product and shall indicate the corresponding Type Certificate. The non-submittal of the Export Airworthiness Certificate implies that the aircraft is not airworthy and the most complete inspection considered in its approved maintenance program shall be carried out. All its life limited components must be replaced or overhauled. These works must be performed in a DGAC approved, appropriately rated and current repair station.

(d) Any FAA approved Supplemental Type Certificates (STC), applied to the aircraft must be listed on the Export Airworthiness Certificate. All supplements published for these STC's must be incorporated in the Aircraft Flight Manual.

(e) The special requirements set forth in paragraph 9.

7. ACCEPTANCE OF ENGINES AND PROPELLERS

To be exported and installed in an aircraft registered in Chile, an aeronautical product (other than an aircraft), must comply with the following:

(a) Have a Type Certificate issued by the FAA. The corresponding type design must comply with the Reglamento de Aeronavegabilidad DAR 08, (Paragraph 4), requirements to the satisfaction of the DGAC.

(b) It must be exported with an Export Airworthiness Certificate (FAA Form 8130-4). This certificate must have been issued in the last 90 days prior to the submittal of the certification application. The Export Airworthiness Certificate shall specify that the item complies with the [[14 CFR part applicable]] and shall indicate the corresponding Type Certificate. Any FAA approved Supplemental Certificates (STC), applied to the item listed on the Export Airworthiness Certificate.

(c) Used engines and propellers which are not being exported as part of a certificated aircraft must have been recently overhauled.

8. COMPONENTS, PARTS AND ACCESSORIES

8.1. Exported Class II and Class III products will be approved for installation in aircraft registered in Chile provided [[those products]] comply with the applicable provisions of [[14 CFR part 21, Subpart L]] and the Chilean airworthiness requirements set forth in the “Reglamento de Aeronavegabilidad” DAR 08 or [[14 CFR part 21]], and that they have been manufactured under an FAA approved production system:

The parts must be exported with the Export Airworthiness Approval Tag, (FAA Form 8130-3 “Airworthiness Approval Tag”).

8.2. Class II and Class III products may be exported as spare parts for installation on aircraft of Chilean registry provided [[those products]] meet the former conditions and [[those products]] are new and manufactured under an approved production system or recently overhauled, according to the definition stated in “Reglamento de Aeronavegabilidad” DAR 08 or 14 CFR part 43. The parts must have the airworthiness approval tag for Export signed by the Aviation Authority and an approved FAA Repair Station with current authorization, according to the procedure set forth in [[14 CFR part 145]]. The DGAC reserves the right to accept the technical quality of the Repair Station and authorize the parts installation on a Chilean registered aircraft or aircraft component.

8.3. In the case of Class II and Class III products, the manufactures or exporters must indicate in the corresponding invoice or other document, that the product was manufactured under some of the following procedures established in 14 CFR part 21, stating the authorization, certificate or specification number:

- (a) Production Certificate (PC).
- (b) Approved Production Inspection System (APIS).
- (c) Parts Manufacturer Approval (PMA).
- (d) Technical Standard Order (TSO).

NOTE: These parts must be imported with any applicable historical records.

9. SPECIAL TRAINING REQUIREMENTS

9.1. Communications and Navigation Equipment

An aircraft must be equipped with the communications and navigation equipment set forth in DGAC Norm DAN 08-09. The equipment must be FAA approved for aircraft usage.

NOTE: Document RES 1096 is now DAN 08-09.

9.2. Instruments

An aircraft will be eligible for airworthiness certification in Chile if it is equipped as set forth in DGAC Norm DAN 08-09, which establishes the instrument and equipment requirements for Chilean registered aircraft. This equipment must be approved by the FAA for aircraft usage.

9.3. Markings and Signs

Required markings and [[placards]] in the cockpit, cargo compartment and exterior fuselage shall be either Spanish, English or bilingual (Spanish and English). Required markings and [[placards]] in the passenger cabin in transport category airplanes shall be in both Spanish and English languages. Identification plates must be in Spanish or English languages.

10. FIRST AIRCRAFT OF A GIVEN TYPE OR MODEL TO ENTER THE COUNTRY

10.1. General

Any aircraft of a new type and model to be registered in Chile, or an “N” registered aircraft that obtains DGAC approval to be used by a Chilean commercial operator under leasing or other arrangement, and also is the first of that type and model in the country, must get DGAC type design approval. The exporter or manufacturer shall present an application to the SDI and furnish all necessary engineering information and documentation to permit the DGAC to be acquainted with the type design.

DGAC will validate the existing type certificate, through a Certificate of Type Approval if it complies with the requirements of DAR 08 or will [[issue]] a Chilean Type Certificate if it needs to specify special conditions to the aircraft. Documentation may be in Spanish or English. The owner or manufacturer must present, for analysis, the following data:

10.2. Data and Documentation to Be Presented

- (a)** Type Certificate and corresponding Data Sheet.

(b) Statement by the FAA on the applicable certification rules, design criteria, text of special conditions, equivalent safety items and exemptions to the airworthiness or noise requirements, granted by the FAA.

(c) Three view drawing and general drawing of interior configuration.

(d) Drawings list.

(e) Aircraft equipment list.

(f) Master Minimum Equipment List.

(g) Compliance Check List, with the basis for certification, indicating for each item the compliance method with the certification standards, and the title or identification of the document, report, specification, drawing etc., documenting compliance.

(h) Information on basic loads or load hypothesis, showing the design loads, dimensions, materials, strength, and safety margins for all members of the primary airframe or a copy of the loads test where the type approval was issued on a test basis.

(i) Document describing the analysis and tests carried out to show suitability of the design with respect to the flutter requirements.

(j) List of reports, technical notes or reports submitted for the type certification.

(k) List of critical parts subject to fatigue and their service life, if this information is not included in any of the above documents.

(l) Electrical load analysis, specific for the operator configuration.

(m) Flight test report and the Type Inspection Report or equivalent document. The flight characteristics must be described suitably so as to calculate the aircraft performances within a reasonable range of weights, altitudes and atmospheric conditions. Operational limitations shall be stated.

(n) Report on production flight test, specific of the aircraft to be imported, if the aircraft is new.

(o) Modifications status with the list of deviations in relation to the original basic configuration and appropriate approval documentation.

(p) Drawing or list of markings and signs on the aircraft.

(q) Instructions for the continued airworthiness of the aircraft.

(r) The manufacturer must provide DGAC with a complete set of current aircraft and major components manuals. Including operation manual, maintenance, weight and balance, Non Destructive Inspection (NDI), wiring, overhaul and repair manuals, parts catalog, maintenance planning manual (MPD), service bulletins, etc..

(s) A copy of the Flight Manual and Operation Manual of the aircraft.

(t) Engine Type Certificate and corresponding Data Sheet.

(u) Instructions for the continued airworthiness of the engine and corresponding manuals, including a complete set of current engine and major components operation, maintenance, overhaul and repair manuals, parts catalog, service bulletins, etc.

(v) List of critical engine parts subject to fatigue and their service life, if this information is not included in any of the above documents.

(w) Propeller Type Certificate and corresponding Data Sheet.

(x) Instructions for the continued airworthiness of the propeller, including a complete set of current technical operation, maintenance, overhaul and repair manuals, parts catalog, service bulletins, etc..

(y) List of critical propeller parts subject to fatigue and their service life, if this information is not included in any of the above documents.

10.3. Additional Conditions

(a) Express commitment of the aircraft manufacturer to have SDI on its mailing list and provide on a permanent basis and at no cost to the DGAC, the manuals, documents and revisions to the above documentation, while the aircraft is registered in the Chilean Aircraft Registry.

(b) The DGAC may carry out an engineering review of the certification program at the manufacturer, or holder of the type certificate facilities. This review will include meetings with the FAA and if necessary, the U.S. manufacturer, which may result in additional technical conditions to be carried out by the manufacturer.

(c) The DGAC may ask for additional inspections or data, including flight tests, if the aircraft has unusual characteristics, has undergone major alterations or in any special condition.

(d) Any additional information on requirements and procedures for exporting aeronautical products to Chile can be obtained at the SDI.